

PUBLIC CONSULTATION MEETING TO DISCUSS

Diesel Engines in the AB 2588 “Hot Spots” Program

August 26, 2003

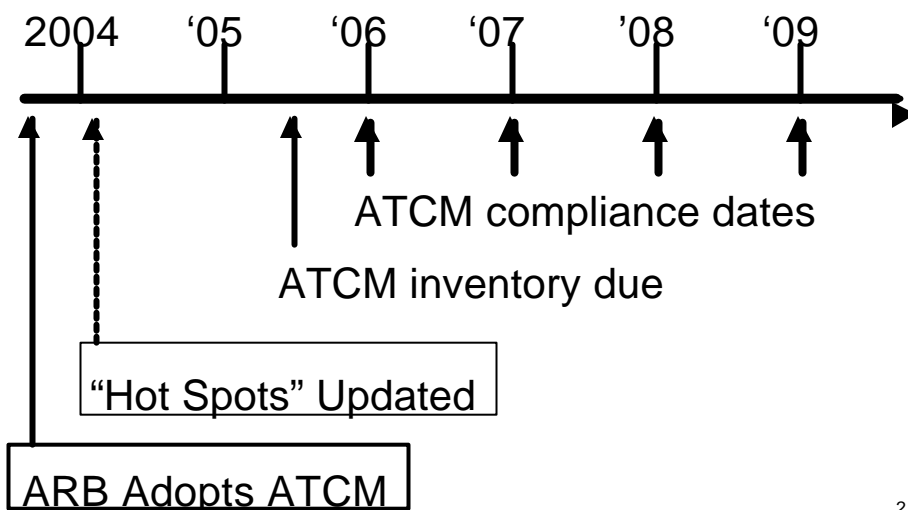


California Environmental Protection Agency

Air Resources Board

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Timeline



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What Changes are Being Proposed for “Hot Spots”?

- All diesel engines must now be evaluated
 - ◆ End 3,000 gallon reporting threshold
 - ◆ New emissions threshold (20g/bhp-yr)
- Update risk assessment methodology
 - ◆ OEHHA's diesel PM unit risk factor
 - ◆ CAPCOA Prioritization Guidelines
- Establish ‘Diesel Industrywide’ classification

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How Do You Comply With Both ATCM and “Hot Spots”?

- Calculate emissions and risk based on anticipated ‘controlled’ emission estimates
- Identify most cost effective alternative (retrofit or replace) to comply with both ATCM and “Hot Spots”
 - ◆ If risk < 10, complies with “Hot Spots”
 - ◆ If risk > 10, take additional steps to minimize public impacts and meet future risk reduction requirements

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How Will Changes Affect Current “Hot Spots” Facilities?

- Emission inventory report due to district during regular reporting schedule, but no later than August 1st preceding earliest ATCM compliance date
- District applies Diesel PM unit risk factor to facility emissions inventory
- Facility may request ARB or district assistance to update risk estimates if needed

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How Do Other Facilities Comply With “Hot Spots”?

- Combined emissions from diesel engines at a facility must meet the ATCM emission limit for a single emergency backup engine; or
- screening risk assessment spreadsheet estimates facility risk < 10 per million; or
- Perform site-specific health risk analysis if necessary

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Example Screening Risk Assessment Spreadsheet

550 hp	EF = 0.40 g/bhp-hr				
	Downwind Distance (m)				
Hours	69	100	200	300	400
10	2	2	1	0	0
20	5	4	1	1	1
30	7	6	2	1	1
40	9	7	3	2	1
50	12	9	3	2	1
100	24	19	7	4	3

ISCST3 Modeling with 1981 West Los Angeles Meteorological Data
 Emission rate = 0.01389 g/s; stack diameter = 0.152 m, stack height = 3 m,
 stack temperature = 622 K, stack velocity = 73.1 m/s at 75% Load.

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How do you Quality for ‘Diesel Industrywide’ Classification?

- Classification is at the discretion of local air district
- Applies to both:
 - ◆ Facilities with only diesel engines, and
 - ◆ Facilities where non-diesel engine emissions have been evaluated with a priority score < 10 or HRA < 1 per million
- Does not apply to “Hot Spots” facilities with HRA > 1 per million

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Advantages of ‘Diesel Industrywide’ Classification

- Identifies low-risk facilities quickly
- Reduced State fees for fee paying facilities (\$35 instead of > \$400)
- Allows emissions and risk to be generically characterized using default assumptions (Districts have done this previously for gas stations, dry cleaners, and autobody shops)
- Group facilities together for purposes of public notification

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Public Notification

- Staff still considering options to address notification for different types of facilities
- ‘Diesel Industrywide’ notification could include map of facility locations on ARB’s web site
- Notification provides incentive for facilities to voluntarily reduce emissions and risk, which is ultimate goal of program

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Next Steps

- Board hearing is being rescheduled
- Spreadsheets provided on internet
- Additional public workshops
- Regulation text available soon

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More Information

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keyword: 2588

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